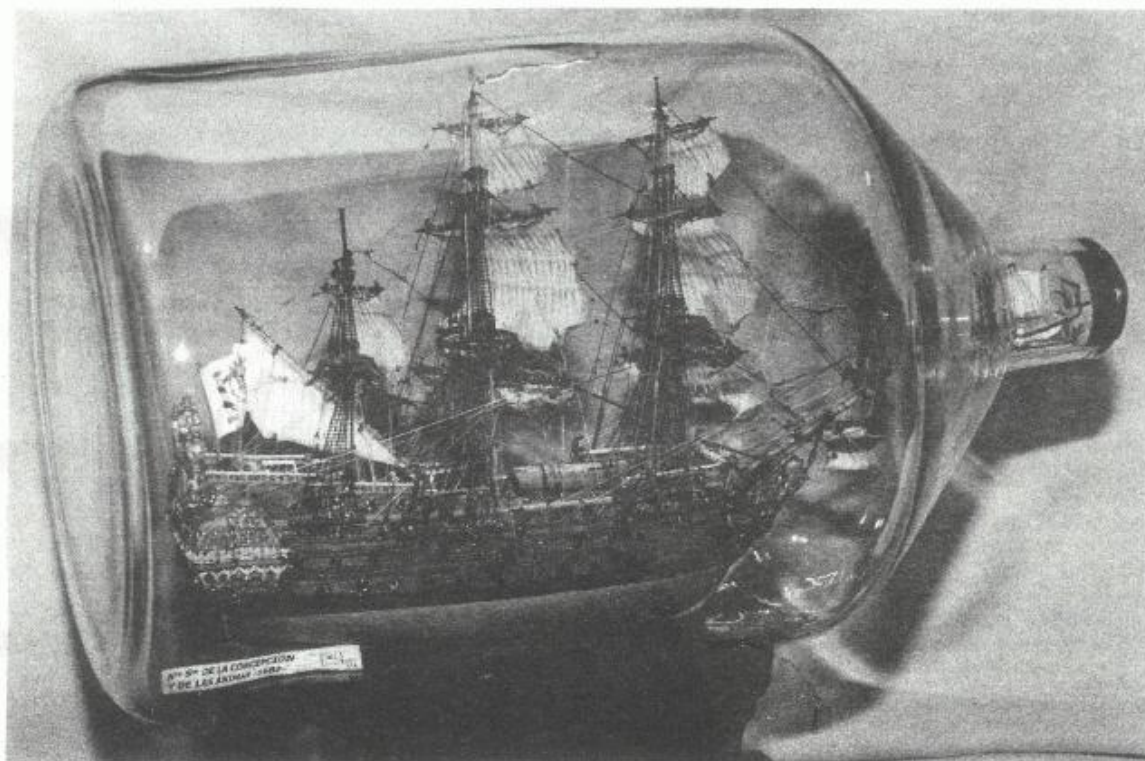




2002-1



“ NUESTRA SEÑORA DE LA CONCEPCION Y DE LAS ANIMAS “

Juan Rodríguez del Barrio

**JOURNAL OF THE SHIPS-IN-BOTTLES ASSOCIATION OF
AMERICA INC.**

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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MEMBERSHIP in the Association is open to any person, regardless of ability as a Ship-in-Bottle builder. For a membership application, please write to the Membership Chairman—Don Hubbard, P. O. Box 180550, Coronado, CA 92178-0550 U.S.A. **ANNUAL DUES ARE \$ 25.00** per year, for both North American and Overseas members, except for Overseas members wishing to receive The Bottle Shipwright, via First Class Mail. The dues for those members are \$28.00 per year. Dues should be sent to Don Hubbard at the above address.

DO NOT SEND CASH. SEND CHECK OR MONEY ORDER ONLY.

ARTICLES & PHOTOGRAPHS for publication in THE BOTTLE SHIPWRIGHT should be sent to the editor at 5075 FREEPORT DRIVE, SPRING HILL, FLORIDA 34606 U.S.A. Material which should be returned to the sender should be clearly indicated. Every effort will be made to safeguard such material, but the association cannot be held responsible for loss or damage. The Editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication. **WRITTEN AND SIGNED PERMISSION MUST ACCOMPANY ANY MATERIALS SUBMITTED.** Articles taken from another publication will not be used without express written permission, from that publication. A copy of the permission slip to be used appears in each issue of THE BOTTLE SHIPWRIGHT. Anyone submitting materials for publication in The Bottle Shipwright, may make as many photo copies as needed, or obtain additional copies, by sending a S.A.S.E. to the Editor at the address above

DEADLINE for submission is the second month of each quarter.

BACK ISSUES of The Bottle Shipwright are available from SAUL BOBROFF, 31 WASHINGTON STREET, BEVERLY, MA 01915 U.S.A. Cost is \$4.00 per issue for North American Members including postage. Overseas members cost is \$6.00 per issue. Please send check or money order payable to Saul Bobroff. **BADGES, PATCHES, DECALS**, for the Ships-in-Bottles Association of America are available from RAY HANDWERKER, 5075 FREEPORT DRIVE, SPRING HILL, FL 34606. Please send check or money order payable to RAY HANDWERKER. The 4 inch embroidered patches are \$3.00 each. The 3 inch decals with easy peel backing are \$1.25 each or 2 for \$2.00. The 3 inch metal badge with our emblem is \$4.00 each

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FROM THE EDITOR
FROM THE MEMBERS
BOOK REVIEWS

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Business Card- \$10.
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The copy will be printed in four consecutive issues (1-year) from the closest publication date of receipt. Checks for ads should be made payable to: "The Ships-in-Bottles Association of America" and sent along with ad copy to:

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The Bottle Shipwright

Volume 20.

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Barrio's "CONCEPCION"

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THAT IS ALL!

.....ATTENTION ON DECK!

THIS IS THE CAPTAIN!!

I hope that everyone had Happy Holidays.

In this new year I would like to ask all members to do their best in recruiting new members to the Association.

If you have an opportunity to take your personal "Dog and Pony Show of Bottleships" on the road to service clubs or church groups or groups of any other kind, make copies of the Membership Application found in the Bottle Shipwright and take them along with you. Place them in a prominent position where they can be taken by your audience. Also take along a copy or two of the Bottle Shipwright so they can see what we are. We need to try and bolster our membership.

I had a letter from Chris Nair (640/1 Denning Rd. S. Civil Lanes Jabalpur, India 48200-1) in which he asked me to look for someone to barter bottleships for flying model aircraft parts. (\$220.00) He is offering four sib's and four to six mini's. I know of no one, but if any of you are interested, write to him. His SIB's are very nice and would be a good collection to have.

Thought for the month: Always do right. This will gratify some and astonish the rest.

HIT THE BOTTLE

Jack

Send Material for the Editor to-----
5075 Freeport Drive, Spring Hill, Fl., 34606.
E-Mail-btlshprt @ innet.com.

Ray Handwerker

I never thought when I took over this job from Alex Bellinger that I would still be doing it 12 years later. By now you would think I would have it down to a science.

WRONG!!!!!!!!!!!!!!!!!!!!!!

It is amazing how fast time goes by when you are using the Columbus method of typing.(discover the key and then land on it).

And - Yes- it has been worth it, just in the friendships I've made. Quite an interesting group.

And , thanks to all of you that sent in the photos, hints, tips and articles. Please keep it up.



Now let's refill those bottles.

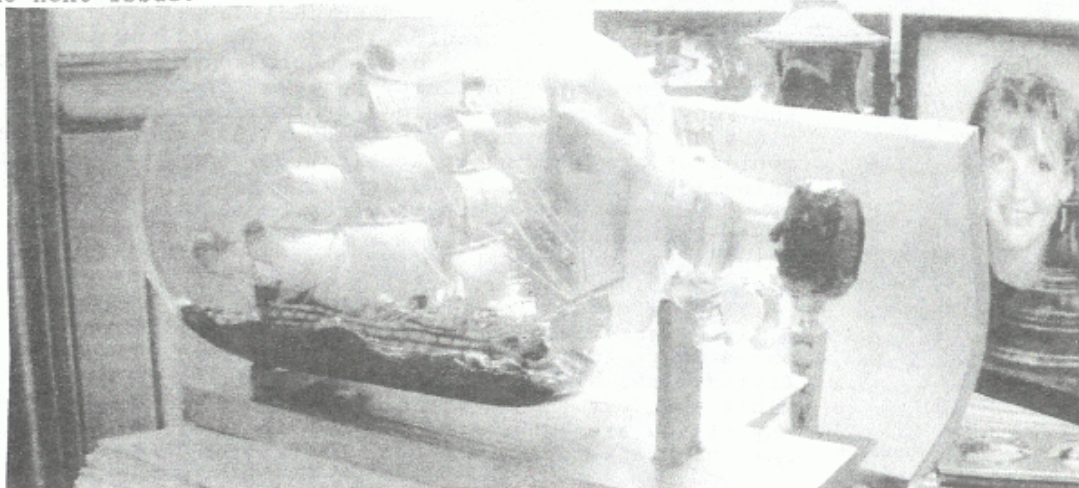
WELCOME ABOARD NEW MEMBERS.

Jean-Guy Boivin, 548 Mountjoy Street South, Timmins, Ontario, Canada. P4N-1W2.
Michael Locker, 7016 Wildrose Terrace, Carlsbad, California. 92009-4009.
William T. Marsh, 7009 Rt.48, Springboro, Ohio. 45066.
Dr. Herbert B. Mayer, 16185 NW Jenne Lake Ct. Beaverton, Oregon. 97006.
Michael W. Moriarty, 1443 Margaret Place, Edgewater, Maryland. 21037.
A.M.Rontree, 53 St.James Drive. Northallerton, Yorkshire DL7-8XL England.
Brent Staker, 11718 N.625E N.Ogden, Utah. 84414.
Mark Travis, 76 Baptist Road, Canterbury, New Hampshire. 03224.
David A. Wilson, 230 Chestnut Lane, Forked River, New Jersey. 08731.
Robert J. Wolfe, 1802 Baker Road, Baytown, Texas. 77521.
Nobuyasu Yamazaki, 4-11-18. Numama, Zushi, 249-0004. Japan.

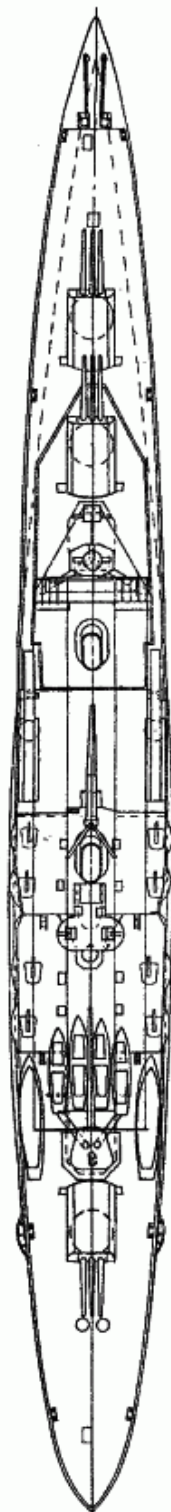
ADDRESS CHANGES.

John A.Fyffe, 369 Townline Road, Sag Harbor, New York. 11963.
Hans de Haan, Grauwe Gans 34, Bergen op Zoom, Holland 4617KE.

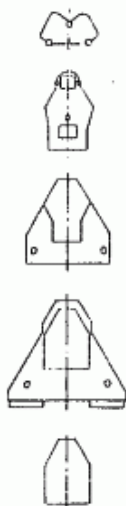
If I missed anyone, my apologies, and drop me a line for a correction in the next issue.



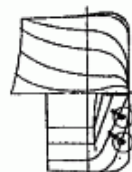
Above is a sample of new member Dr. Herbert B. Mayer's work. And no I don't know who the lovely lady in the picture is. But both are beautiful. Thank you doctor.



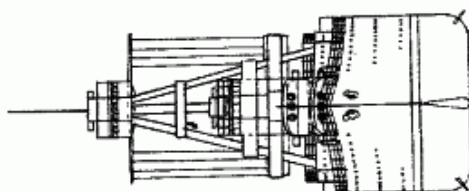
PLAN VIEW



BRIDGE DECKS



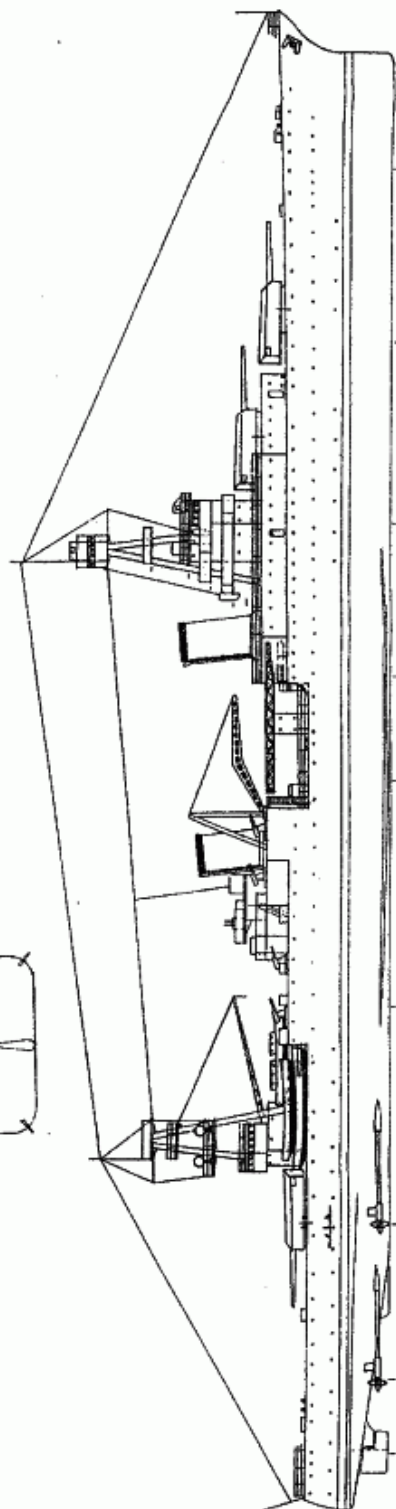
HULL SECTIONS



BOW VIEW

HEAVY CRUISER U.S.S. HOUSTON

Length (o.a.) 800'-3", Beam 86'-1"
Draft 18'-8", Displ. 9,300 Tons
107,000 S.H.P.; 32.7 Knots
Armament:
8-8" 50 Cal.; 6-5" 25 Cal. D.P.
Numerous 40 m.m. & 20 m.m. guns
added during 1942-43
Built 1930; Complement 880 Men



PROFILE

U.S.S. HOUSTON CA-30 (Heavy Cruiser) Lost February 1942 with the Australian
HMAS. PERTH (Light Cruiser) During the Battle of Sunda Strait.

SHIP-IN-A BOTTLE COMPETITION

Jack Hinkley

A ship-in-a-bottle competition sponsored by Popular Science Monthly Magazine! Awards totaling \$100 dollars in cash for the six models judged to be the best which are built according to the general method described by Captain McCann. The awards will be as follows:

First prize \$50
Second prize \$25
Third prize \$10
Three prizes, \$5 each

Each model must be built especially for this contest. All parts must be inserted through the neck of the bottle. The model does not have to be a clipper ship; it can be any type of ship model with or without sails. To enter the contest it is necessary to submit the following: (1.) A photograph or photographs of the model before it is folded and inserted in the bottle. (2.) A photograph of the model in the bottle. (3.) A brief written description of the model including general dimensions, the size of the bottle and the diameter of the neck opening.

From the photographs and descriptions, the judges will make a preliminary selection of a number of the most promising models and ask that these models be shipped to New York. The final selection will be made from the models themselves. Do not, however, ship your model until asked to do so. Models will remain the property of the builder and will be returned.

The main points in judging will be (1.) the craftsmanship shown, (2.) the general decorative effect of the model, (3.) The accuracy of the model in design and scale and (4.) the completeness and amount of detail in relation to the comparative size of the model and the diameter of the bottle neck.

All entries must reach the Ship Model Contest Editor, Popular Science Monthly, 381 Fourth Ave., New York on or before October 15, 1930.

Such was the notice, almost seventy-two years ago, of the rules and judging standards of a ship-in-a-bottle contest in the August 1930 issue of Popular Science Monthly magazine which was discovered by Alex Bellinger, SIBAA member, while researching Captain E. Armitage McCann, Secretary of the Ship Model Makers Club in New York.

The number of models submitted was far larger than expected and the general standard of quality of the models was described as nothing short of amazing. The judges found it desirable to award four special

prizes in addition to the six originally announced and give honorable mention to six other model makers.

The awards were made in 1931. The winning six models were (1.) Flying Cloud by Charles V. Neilson of Carlstadt, NJ, (2.) The City of New York, Admiral Byrd's South Pole Ship by Kenneth Young of Washington, D.C., (3.) Sovereign of the Seas by Harold T. Bodkin of Chicago, IL, (4.) Sovereign of the Seas by Anthony Spillich of New York, NY, (5.) Canada, of the old Black Ball Line by William F. Green, Seattle WA who also submitted two miniatures, one of which was presented to Governor Roosevelt of New York and (6.) Louis Cochard, Veterans Home, Napa County, CA. A model that was treated decoratively rather than realistically.

The contestants represented various occupations including sailors. Among them were a gentleman of eighty-three years Mr. L.F. Baldwin of Albany, NY and a young lady, Hazel Way of Chicago, IL.

Much like today's competitions the judges sought and found exceptional detail created by the builders who, surely, had submitted their best work. The judges appeared to be amazed that jewelers' glasses were used, that hulls were split to enable them to go into a bottle. That tiny anchors were put together from small pieces and mostly they seemed to be amazed that such work could be passed through the neck of a bottle of small size. Think of how amazed those same judges would be were they to view the work being turned out by today's builders.

Seventy-two years; one wonders where all of those beautiful models that were in the competition might be today. Seventy-two years; the methods of putting a ship into a bottle have changed very little but the results of some of the work being turned out today are almost unbelievable. In seventy-two more years will the ships in bottles that are now being built bring the same fascination and amazement to those who view them and and continue to wonder, "How do they get those ships in there?"

Let's hope so.



Carafologist, Robert Frederick of Seattle, Washington sent in the above photo of his works, Left: FM2 Wildcat with wings folded. Right; A Lago Talbot Circa 1947. Well done Bob. Oh Yes, My work

area is much messier than yours.



BOOKS

BY

Francis J. Skurka

The Sloops of the Hudson River
a Historical and Design Survey.
by Paul E. Fontenoy.

Published in 1994, by The Mystic Seaford Museum, Mystic Connecticut, in association with the Hudson River Maritime Museum, Kingston, New York. This soft cover 8"x9" book contains 132 pages of visual documentation, narrative accounts, business records and plans of those famous indigenous New York sailing vessels. The author, a historian and model builder, traces the over 200 year history of the Sloop rigged sailing vessels which carried most of the commerce of the Hudson River, making New York the Country's foremost seaport.

Starting with the origins of the sloop among Dutch ships, he traces the changes in design from the early seventeenth century Dutch Boeyers. Galloots, Hoekers and Sloeps to the eighteenth and early nineteenth centuries, which culminated in the renown classic Hudson River Sloop of the 1830-1850's.

The end result, is in the revival of the type, with Pete Seeger's famous "Clearwater".

The author uses a very wide variety of sources for his material, including Museums, Historical Societies, Magazines, Books, Archives and famous scholars and ship model builders such as: Rob Napier, Eric A.R. Ronnberg and the late Portia Takakjian. This is a definitive work on this type of vessel and shows the influence of economics and technology on the design, construction and evolution of a type of vessel which had such a great economic impact on the region and its people. Besides the Hudson River Sloop, under full sail, is a beautiful vessel to behold.

This book is a very interesting read and is full of information for the modeler. There are 59 illustrations, 16 foldout plans, several appendixes, sloop term glossary and a comprehensive bibliography of the sources of Sloop information. There are plans for the vessels: "Amelia", "First Effort", "Robert Wilsie" and the most famous of all "Vistorine".

This book can be purchased from Mystic Seaport Museum Inc. at 75 Greenmanville Avenue, Mystic, Connecticut. 06355-0990 for \$19.95 plus \$4.95 Shipping and handling.



I KNOW THIS ONE IS BAD, BUT I JUST COULDN'T RESIST

Co-workers Sven and Kurt are both laid off from their jobs at the factory and visit the unemployment office. Kurt is the first in line to meet with the clerk. "Tell me your occupation, please," the clerk asks.

"Panty stitcher," says Kurt. "I sew the elastic onto cotton panties." Panty stitcher is listed under unskilled labor. The clerk gives Kurt \$300 a week in unemployment.

Sven sits down with the same clerk and says he works as a diesel fitter. Since diesel fitter is a skilled labor, Sven gets a weekly check for \$600.

When Kurt finds out Sven is getting double the amount of money that he is, he returns to the unemployment office and demands to know why he is getting less money for a similar job. "It's not the same," the clerk says. "Diesel fitters are skilled laborers and panty stitchers are not."

"What do you mean, skilled labor!" Kurt yells. "I sew the elastic on the panties, Sven then pulls them over his head and says, 'Ya, diesel fitter.'"

SPINDRIFT BY F.J. SKURKA

The General Electric Company has come out with a new light bulb called a "Reveal Bulb", "that uncovers pure, true light". They state that this bulb filters out yellow rays which hide life's true colors and produce a clearer whiter looking light. I bought a 50-100-150 watt, three way bulb, which puts out 450-1150-1610 lumens with a life of about 1200 hours.

These are medium base bulbs designed to be used in standard house hold lamps. I found that the "Reveal" bulb does give a whiter light, making close work on my models easier to see. I bought this bulb in a local super market and paid \$3.69.

Dremel has introduced a new multi pro 9.6 volt cordless rotary tool, which delivers power for a longer period than any other type or model of this tool. It has an integrated thumb wheel control, which allows exact speed control from 5000 rpm for soft materials, to 25,000 rpm for hard materials. The tool has been slightly re-configured from other Dremel rotary tool models, in that the grip area is more comfortable to reduce fatigue and is fully compatible with all of the companies full range of accessories and attachments. The kit includes the tool, battery, battery charger, carrying case, standard starter package of accessories and instruction and project books. Micro-Mark, 340 Snyder Ave. Berkeley Heights, New Jersey. 07922-1538, Phone 1-800-225-1066, Fax 1-908-665-9383. It has this unit marked down from \$109.95 to \$76.95. A spare battery is marked down from \$44.95 to \$39.95. For those who like cordless tools and can afford it, this is a good buy.

Model Expo Inc., 3850 N. 29th Terrace, Hollywood, Florida. 33020, phone, 954-925-5551, Fax 954-925-6579 has a great sale of 50% off on Air Fix resin warships all in 1:600 scale; "HMS Ajax and Fearless for \$5.97; HMS Hood, Warspite, Ark Royal and Belfast for \$8.47; Bismark, Admiral Graf Spee and RMS Mauretania for the same price. RMS Queen Elizabeth and King George V sell for \$12.47. These models could be easily modeled to fit into a bottle for those who work from kits.

The U.S. Naval Institute, 2062 Generals Highway, Annapolis, Maryland. 21401, Phone 1-800-233-8764, Fax 410-224-2406 offers several services of interest to modelers. Their print services are outstanding and range from U.S. Naval Academy Museum prints, fine color reproductions by some of America's leading naval and maritime artists, all faithfully reproduced in full color on heavy high quality stock. The artists include: Fred Maroon, R.G. Smith, William Phillips, Hunter Wood, Tom Freeman, Ted Wilbur, C.G. Evers, James Dietz, John Charles Roach, Patrick Haskett and many more. Also included are many Navy and Marine Corps prints of ships, aircraft, battles and historical events.

Their color photo collection of ships and aircraft is very extensive and covers a wide variety and type of ships and aircraft. You can call or write for lists of prints and or photos.



LIFE IS TOUGH.....

There's always a lot to be thankful for if you take time to look for it.
For example I am sitting here thinking how nice it is that wrinkles
don't hurt.

When I'm feeling down, I like to whistle. It makes the neighbor's dog
run to the end of his chain and gag himself.

If you can't be kind, at least have the decency to be vague.

MODELER'S LEXICON BY F.J. SKURKA

BOW LINE	:A line or hawser leading forward from the bow chock when a vessel is tied up to a dock.
BOW PORT	:Also called a cargo port or lumber port which is a large opening in the bow just below the hawser pipe for the passage of long timbers. These ports were made watertight when closed and before leaving port; Found on wooden sailing vessels in the lumber trade.
BOWLINE	:A knot tied in such a way as to form a loop or eye in the end of a line. It is a knot that is extremely useful, in that it will never slip or jam. Also a rope attached to the weather leeches (sides) of a foresail by a bridle when the foreyard is braced up sharp; it was hauled tight to prevent the leeches shivering in the wind; the knot used for securing the ropes to the bridles is the bowline.
BOWSPRIT	: A large spar projecting over the bow or stem of a large sailing vessel, to provide means of staying the fore top mast from which jibs are set. When a fore top gallant mast is set, the bowsprit is extended by a jib boom to the end of which is led to the fore top gallant mast stay on which the flying jibs are set. The bowsprit itself is held rigidly in place by the shrouds led to each side of the vessel's bow and by a bobstay led from its outer end to the vessel's stem just above the water line. Schooner Fishermen called it "The Widowmaker" because many men were washed over the side when they went out on the bowsprit to shorten or furl the jibs.
BOW FAST	:A vessel moored with a line over the bow.
BOW FENDER	:Material hung from the bow of a vessel to protect the bow; usually of woven rope or old tires. Widely found on tugboats.
BOW GRACE	:A length of old chain or rope hung from the bow of a vessel to protect the hull from the damaging and cutting of ice floating by.
BOW HANDLE	:A small handle fixed in the bow of a small boat so the boat can be lifted or a line tied to secure the boat.
BOW LOCKER	:A storage space on board ranging in size from a small cupboard to a small room depending on the size of the vessel, which is located in the bows.
BOW SHACKLE	:A (bolt) shackle is a bow shaped ring, the end of which is closed with a threaded pin. Used to connect lines to various fittings or other lines or chains.
BOW SPRIT BITTS	:Two heavy vertical timbers between which the heel of the bowsprit is secured.
BOW SPRIT CAPS	:A heavy double band; the lower goes over the outer end of the bowsprit and the jib boom is rigged out through the upper band and on to the bowsprit.
BOW SPRIT SHROUDS	:Taut lines supporting the bowsprit which must be secured. Shrouds on sailing vessels are fixed ropes or lines which support the mast by securing it to the sides of the vessel, in distinction to the stays which secure the mast to the front and back of the vessel. Lines from the end of the bowsprit to the vessels sides at the bow are bowsprit shrouds. Other bowsprit rigging is the martingale backstrays and the bobstay.

CHINESE SOLVE THE PUZZLE

Kai-cho

How often have you heard someone, who is looking at a ship in a bottle ask the age old question, "How do they get those ships in the bottles." Some wag will answer, "They blow the bottle around the ship."

Our member, Chris Nair in Jabalpur India, who supplements his income by selling his very fine bottle models has discovered the answer. He reports that the Chinese are flooding the market with very colorful, not to scale, galleons and other ships in bottles. All hulls are moulded and the sails are of woven fabric. These models bring between \$7.00 and \$ 60.00. They also produce 250ml bottleships which are colorfully moulded around which plastic, thinner than a Coke bottle, bottles have been blown. The ships have no rigging or other detail and the sails are machine made. These sell for \$4.00-\$5.00. Chris likens them to Mattel toys in a bottle.

Next time you hear someone say, "They blow the bottles around them" just shrug your shoulders say, "Some do, some don't."

HARE TODAY, GONE TOMORROW

A young man is driving along a highway and sees a rabbit jump out across the middle of the road. He swerves to avoid hitting it, but unfortunately the rabbit jumps right in front of the car. The driver, a sensitive man as well as an animal lover, pulls over and gets out to see what has become of the rabbit. Much to his dismay, the rabbit is dead. The driver feels so awful that he begins to cry.

A beautiful blonde woman driving down the highway sees a man crying on the side of a road and pulls over. She steps out of the car and asks man what's wrong.

"I feel terrible," he explains, "I accidentally hit this rabbit and killed it.

The blonde says, "Don't worry." She runs to her car and pulls out a spray can. She walks over to the limp, dead rabbit, bends down, and sprays the contents onto the rabbit.

The rabbit jumps up, waves its paw at the two of them and hops off down the road. Ten feet away the rabbit stops, turns around and waves again, he hops down the road another 10 feet, turns and waves, hops another ten feet, turns and waves, and repeats this again and again and again, until he hops out of sight. The man is astonished.

He runs over to the woman and demands, "What is in that can? What did you spray on that rabbit?" The woman turns the can around so that the man can read the label. It says - (be patient, I don't make these up) (are you ready?)(you're going to hate me)

It says, "Hair Spray - Restores life to dead hair, adds permanent wave."

An Unusual Ship in a Small Bottle

By Joe Meehan

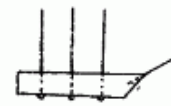
Several years ago a friend of mine gave me a ship-in-a-bottle that he thought I had made and asked if I could repair it. It definitely needed help. And I definitely had not made it. After cleaning it up and doing a preliminary survey of it, it has remained carefully packed away in my otherwise somewhat disorganized toolbox. This article is intended as the next step and that is "Drawing up the plan" and hopefully soliciting some suggestions from other SIBA members. In other words, I can use all the help and suggestions I can get.

The bottle appears to be a small insulin bottle (2 1/16" long x 7/8 " diameter) which was glued to a small piece of wood that had been painted black and had the name "Don Teeter, Salem OR" written on the bottom. The ship itself is only 13/16" long and of very unusual construction.

The core of the hull is made of an undetermined wood and is wrapped with cardboard, which was then painted gold with a black stripe along the bottom. The masts are straight pins about 3/4" long with the points up. These pins were inserted from the bottom of the hull up and had to be installed after the hull was inserted into the bottle because the opening of the neck is only 5/16" and without the masts being hinged, would not have fit if they were already mounted.

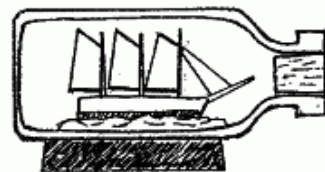


Top view of deck showing cardboard wrapped hull.



Side view showing pins coming up from bottom

When I first saw the little SIB all the paper sails were loose in the bottle. The ship, originally mounted to the bottom of the bottle by a fairly solid substance, had broken loose and was rattling around in the bottle. The bottle had been sealed with a hardwood dowel and some sort of glue, possibly epoxy. I was told by my friend that he remembered it being in some sort of liquid to give a "sunken ship" appearance approximately ten years before. He didn't remember where he had gotten the little SIB, but since I built them, he thought I had given it to him. Unfortunately I did not get into the hobby until several years after he had received it. Over the years the liquid had seeped out of the bottle (osmosis?) and the sails had fallen off. He thought it needed help and turned it over to me for that purpose.



Estimated original appearance.

The first thing I did was to open the bottle carefully, saving all material in a 35mm plastic film canister. I was able to break the remaining "seabed" out of the bottle and clean the interior of the bottle and the hull of the ship. I carefully removed the sails and stored them with the other material. The cardboard ends of the hull, which meet to make the bow, had separated and a headless pin, which formed the bowsprit, had come loose.

OXYMORONS.....

State worker.....Legally drunk.....Exact estimate....Act naturally....
Found missing...Resident alien...Genuine imitation...Good grief

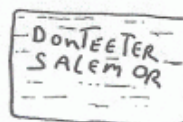
Now, after cleaning and survey, I have a little three-masted schooner in a clean bottle waiting for the next step. The ship itself, because of the permanently upright masts, could not be removed from the bottle for repairs.

My current plan is to carefully re-install the bowsprit and clamp the two ends of the cardboard together to re-form the bow. Then, using blue tinted epoxy, remount the ship in the bottle and carefully reattach the sails. The bottle will be sealed with a cork and sealing wax and then remounted on it's original stand.

Suggestions and advice will be cheerfully accepted. I am also curious if anyone has ever heard of this type of construction involving rigid masts installed after insertion into the bottle? Does anyone out there know a SIB builder by the name of Don Teeter who used to live in Salem, Oregon? I found one in a Salem phone book and wrote to him but received no answer.

The next installment of this article will let you know how successful I am with this project.

Bottom of base with original makers name.



All illustrations are full scale.



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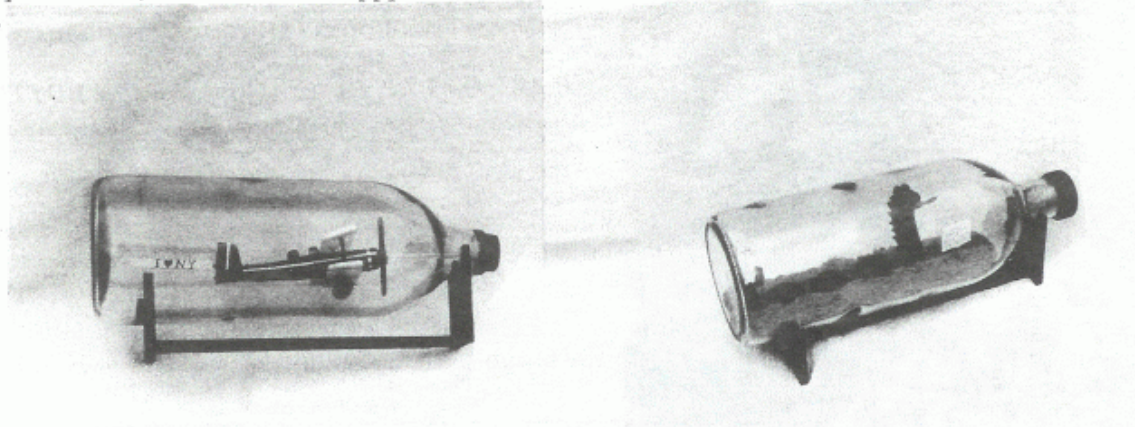
Two robins were sitting in a tree. "I'm really hungry," said the first one. "Me, too" said the second. "Let's fly down and find some lunch." They flew to the ground and found a nice plot of plowed ground full of worms. They ate and ate and ate and ate 'til they could eat no more. "I'm so full I don't think I can fly back up to the tree," said the first one. "Me either. Let's just lay here and bask in the warm sun," said the second.

"O.K." said the first. They plopped down, basking in the sun. No sooner had they fallen asleep, when a big fat tom cat crept up and gobbled them up. As he sat washing his face after his meal, He thought happily..... are you ready for this....."I just love baskin' robins."



I'am impressed! we welcome eleven new members in this issue. And four of them came from our new web page. www.shipsinbottles.org. Robert J. Wolfe of Baytown, Texas and Brent Staker of N.Ogden, Utah. come with no mention of experience. Mr. Rontree of Yorkshire, England comes from the British Association and was twined thanks to C.L.Don Bradley. (What is twining you ask??) Twining is one of our members paying dues for overseas members. And the overseas member paying the dues for our member. Michael Locker of Carlsbad, California is 12 years old and looking for help. He has made two sib's from kits and one from scratch. William T.Marsh of Springboro, Ohio, has studied the art for a while and now plans to get serious. Mark Travis of Canterbury, New Hampshire has a Gloucester schooner to his credit and plans a Baltimore clipper next. David A. Wilson of Forked River New Jersey has always had an interest in the art. Nobuyasu Yamazaki of Zushi, Japan has about one year experience and his last work was the "Atlantic Star", he is interested in special tool for building sib's and the colors of ships. Michael W. Moriarty of Edgewater, Maryland, and Dr. Herbert B. Mayer of Beaverton, Oregon , had done some sib's then stopped for a while and are now getting back to work. Jean-Guy Boivin of Timmins, Ontario, Canada has always wanted to build sib's and is now working on his first.

Welcome aboard we are glad to have you as members and remember that this is your journal. It is about you, what you do and how you do it. If you have a new way or method of building sib's , an idea, a hint or tip, need answers or help, let us know and we will try to help. Send in photos of your work, we will be happy to show them in the Bottle Shipwright.



Alexander Cuthbert of Syracuse, New York sent in the Biplane towing a banner (15 pieces in a 1.5 liter bottle) and the Loch Ness Monster (7 pieces) the sign reads " Nae Angling-Loch Ness Council" Alex is also legally blind. He shortens the bottle necks with a carbide blade for cutting tiles, the blades fit 12" hacksaws and sell for about \$3. at Home Depot and do three necks per blade. Alex then smooths the glass with emery bench sander and fits in a pine cork with elmers glue.

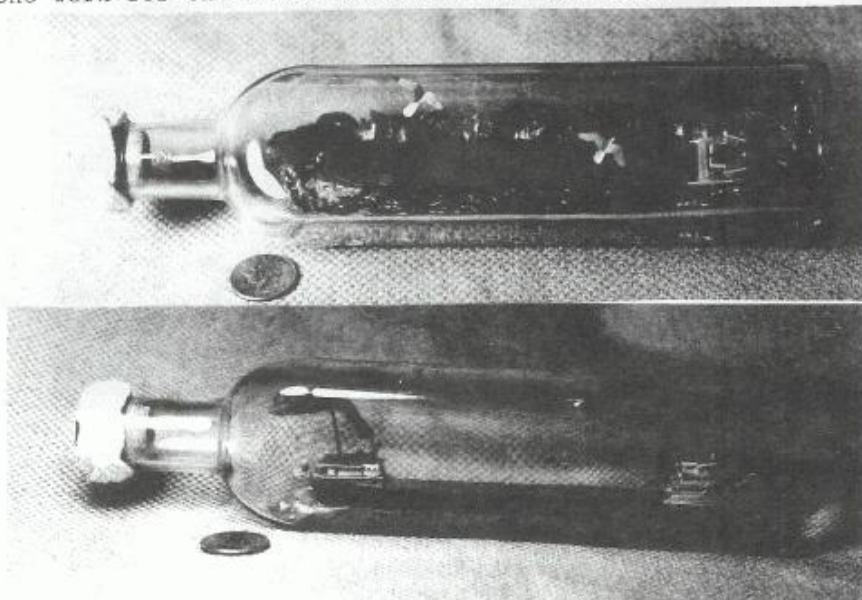
12. Alex has made about 150 sib's since retiring 20 years ago.



Joe Barr of Detroit, Michigan sent in the photos below.

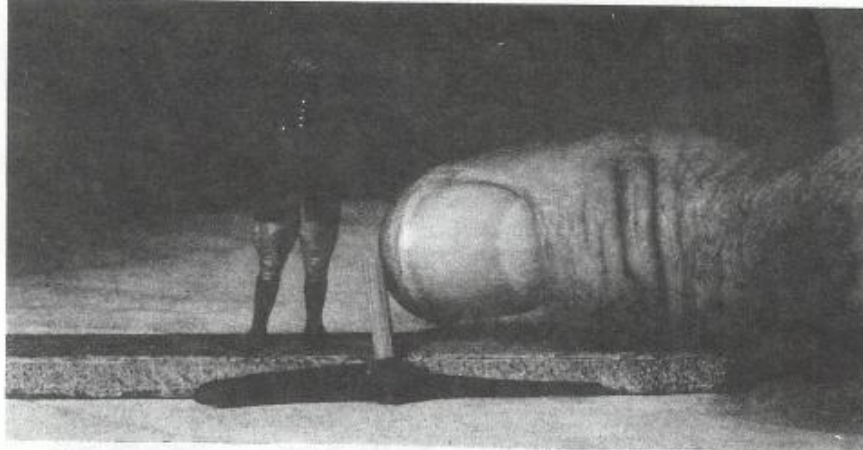


Top photo is the Joseph H. Frantz at Toledo, Ohio, on 2/18/01.
 Middle photo is the Frantz in her original configuration.
 Bottom photo is the Frantz as she was in the 1920's.
 Joe built the latter two, and also was the gentleman who did
 the work for the Detroit conference last year.





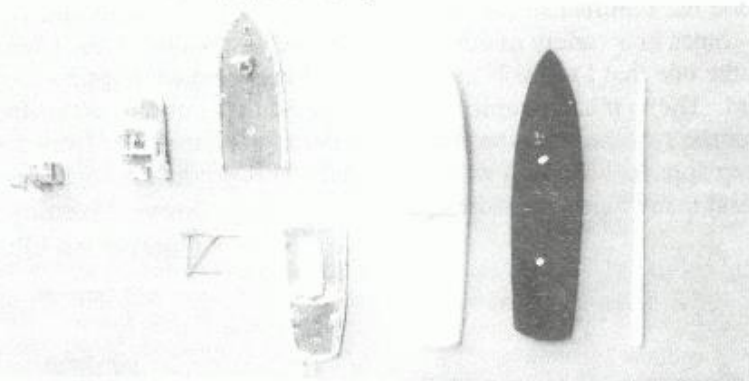
Ralph Preston's version of Rickenbacker's Spad XIII in a bottle.
 Ralph states that Rick is asking "How the hell do i take off??"
 The lower photo shows "Rick and me, in France 1918"
 But Ralph, I don't understand, you said that you were only 29 years
 old. Is that Jack Benny years ??????
 I would hate to think that you told a fib.!



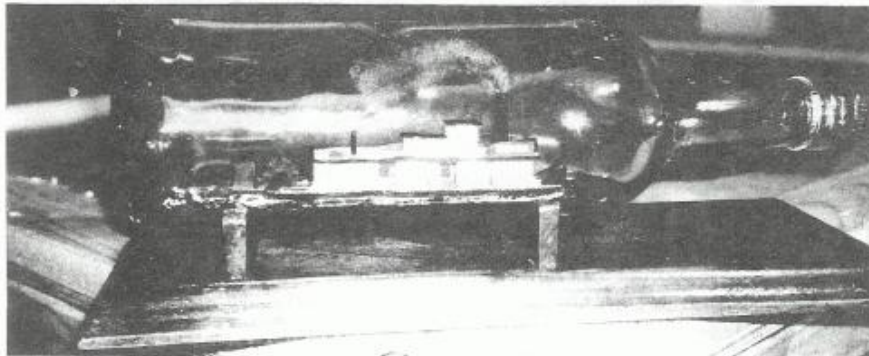
If they squeeze olives to get olive oil, how do they get baby oil???



In the Hand of Charles Hand is his model of USCGC Point League WPB 82304 in a 200ml pinch bottle. Photo below is a shot of the components that created the model above. Scale is 1:384 ($1/32"=1'$)



below is a Shawnee River boat with acrylic gel water by R.J.Little.



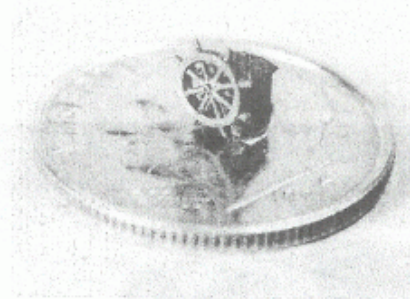
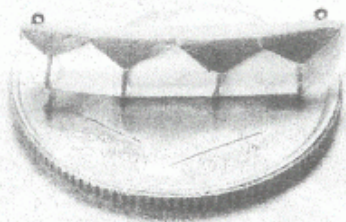


Before I began building Ships-In-The-Bottle, I used to refinish antique furniture. There are two products that I used to refinish furniture that I continue to use in order to make SIB's. One is Minwax stain and the other is Famowood wood filler.

Opening pint and quart cans of stain is impractical when dealing with the drop or two of stain needed for most SIB applications. I have recently discovered that Minwax now carries a line of wood finish stain markers that is very conducive to the SIB's needs. They should be able to be found at most hardware or paint stores and come in the following colors: Golden Oak, Provincial, Red Oak, Red Mahogany, Early American, Cherry, Dark Walnut and Pickled Oak. I don't know the exact cost, but believe that they are around \$3.00 a piece.

The other product that I continue to use is Famowood wood filler. This product has helped me to cover over some pretty big mistakes. Famowood has minimal shrinkage, dries fast, sands well and accepts stain well. It comes in a variety of colors as well, such as Walnut, Oak, Cherry, etc., but the one that I use is Natural because I carve my hulls with basswood. The ¼ pint container costs around \$4.00. I use the water-based instead of the solvent-based product. In order to keep the filler from drying out, I keep approx. ¼ inch of water in the jar. This product should also be available at many hardware stores.

Steve Moseley
Cincinnati, Ohio



The above photos were sent in by Charles Hand after he received them from John Fox III. John is making a sib of Shackleton's Endeavor. The life boat and ships wheel are of cast resin.

SHIP IN A BOTTLE HINTS AND TIPS

BY R.J. LITTLE

The first thing is to select the bottle. After this is done I get a second bottle that is the same as the first. I remove the neck from the second bottle back at a point where the largest diameter of the bottle starts. I then use the second bottle as a fixture to check the fit of everything I am going to put into the first bottle. I can install the base (ocean or floor) that the ship is to rest on. I can position the ship and erect the mast to see if it will fit.

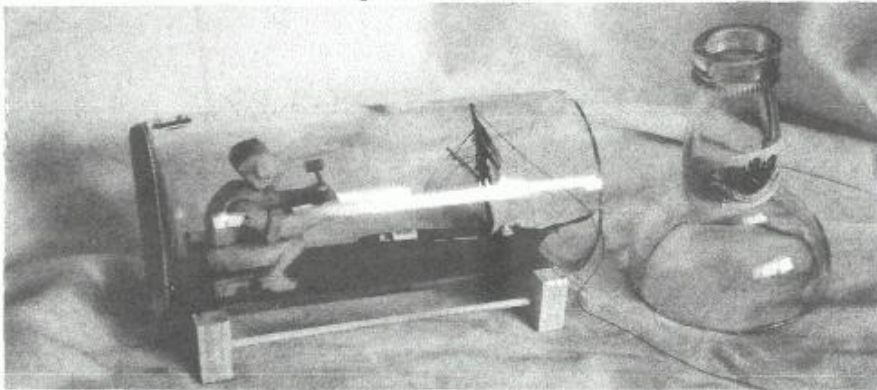
I can use the cut bottle to make a positive mold to the height the ocean will be, using Plaster of Paris. This mold will have the same inside diameter as the finished bottle. This mold is used to make a negative mold from Plaster of Paris, in which the ocean can be made. I make my oceans from LIQUITEX acrylic gel. This can be obtained in most art supply stores. A thin layer of oil must be applied to the negative mold to prevent acrylic gel from sticking. After drying, acrylic gel can be rolled up and pushed through the neck of the bottle with out smearing. The gel comes in both TRANSPARENT and TRANSLUCENT. I use the translucent with acrylic paint mixed into it for the bottom layer and after it dries I add a second layer of transparent colored with ink to give the water depth. You can also add other layers of transparent gel and streaks of acrylic paint between layers to give realism to the ocean.

Having the one bottle cut I can tape the neck back on the bottle and have a test run of putting the ship or other things in the bottle. I can also use the neck by its self to check the fit of all parts before putting them in the final bottle.

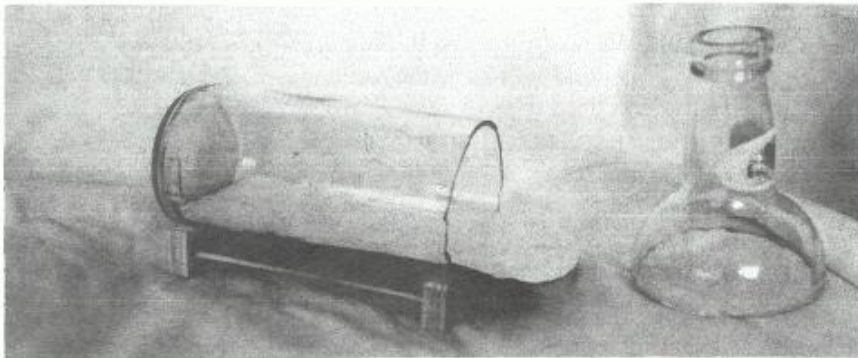
I also have a bottle cutting fixture I designed. I will send you a set of plans and pictures showing how to use it if you think the members would be interested.

Yours truly,
Robert Little
474 Harbor Lights Ln.
Port Hueneume Calif. 93041
E-MAIL: STORMY12@GTE.NET

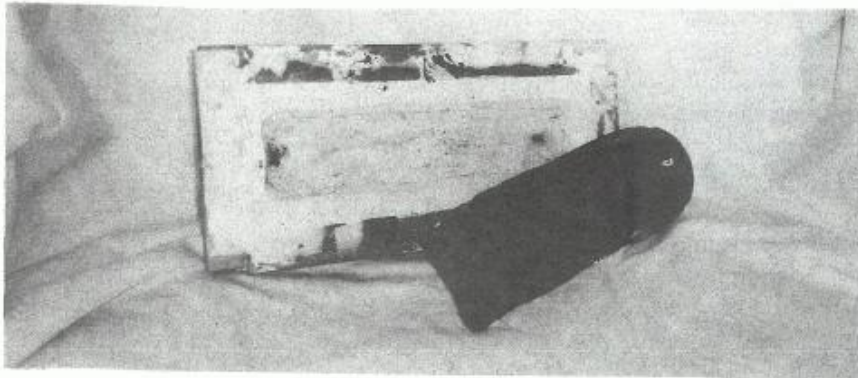
SHIP IN A BOTTLE HINTS AND TIPS.
By R.J.Little



1. The cut bottle used as a fit fixture.



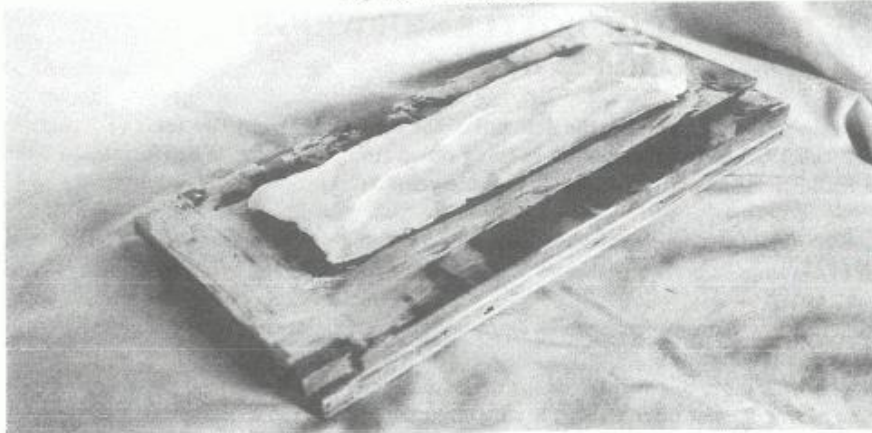
2. The cut bottle used to make a positive mold.



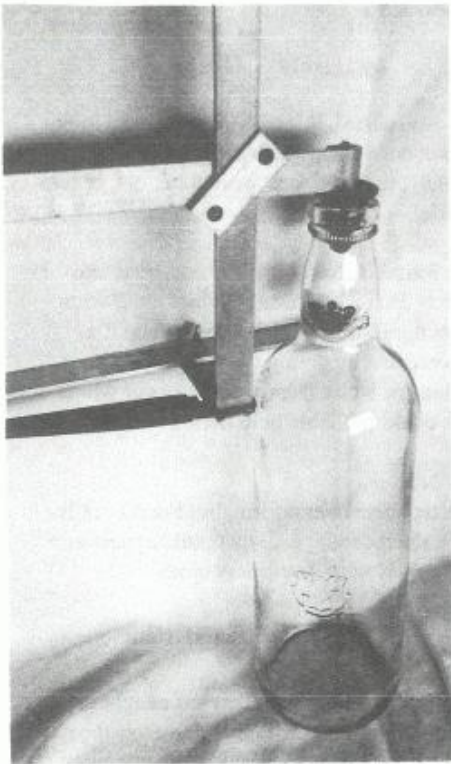
3. Positive and negative molds.

SHIP IN A BOTTLE HINTS AND TIPS.

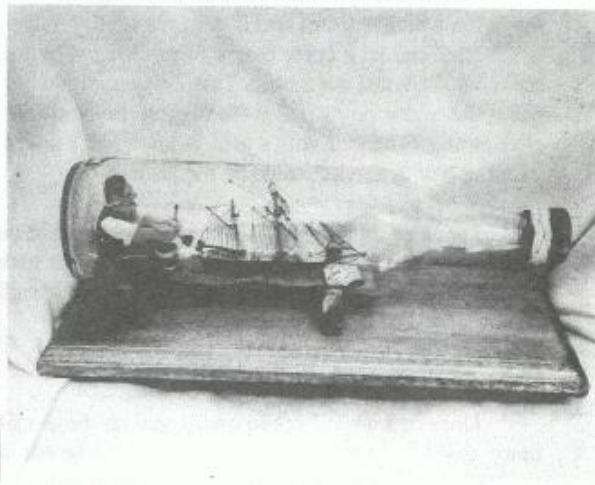
By R.J.Little



4. Positive and negative molds.
5. (below) Bottle cutting fixture.



6. (below) Finished model of man in bottle with wooden floor.



THE BEST OF BOTTLE SHIPWRIGHT

Edited by Don Hubbard

From the first issue of Compass Card, the Journal of the French Ships-in-Bottles Association, March 1978. Our participation in this French Association led to the formation of The Ships-in-Bottles Association of America some years later.

IDENTIFICATION: We ask our members to date and to sign their works (inside the bottle). For, almost all of old ships in bottles we discover give us the same problem: Who made them and when?

Don't forget that in a few years or decades, our ships will become "antiques" so, we have to facilitate the task of anthologists!

It is easy to place a little piece of paper inside the bottle discreetly indicating the builder's name and the date that the model was built. This is very important. Max Truchi, Editor

All the remaining articles are from Compass Card 1-1981 - The first article is by Harold Gile who later named our newsletter, The Bottle Shipwright.

THOSE TROUBLESOME SPINNAKERS

by Harold C. Gile

Modern spinnakers used on racing craft are very colorful end, it seems to me, would look very well inside a bottle, although the ships themselves are not very graceful -merely racing machines. Such a sail must be shown billowing. Fortunately, they are used with either one or two clubs which would help keep them in position in the bottle.

The problem is also complicated in that it's shape must be changed while putting it into the bottle which requires that it must rebound to full shape. I saturated handkerchief cloth with white latex end let it curve over a form. When freed from the form, it didn't wholly keep it's shape but flattened out a little. This, of course, can be overcome by giving the form more curvature to compensate. But the biggest problem was that the white latex was no longer white after curing. Someone with a greater knowledge of latex could probably help here. Perhaps painting it with acrylic would be the answer.

I am also thinking of vacuum forming a white plastic sheet over a form, but I don't really care for plastics. I have determined, however, that such a sheet can be given a textile appearance by lightly sanding first in one direction and then at right angles with fine emery cloth.

DETAILS FOR REALISTIC EFFECTS

by Lawrence Derleth

Once in a while I get so involved with the modeling of a ship or boat that has caught my fancy, that I forget to prepare the bottle it's to be put into. On these occasions, I don't use the traditional putty sea. I use a Decoupage Resin tinted with a few drops of Flo-Quil blue or green paint. The resin hardens in about 4 hours, and the ship will be reflected in this type of 'sea'. I

also use a cardboard template to paint the outline of the ship and the bow/wake lines. The effect is very realistic, especially when modeling a sloop or schooner vertically, in a ½ gallon wine bottle

I have had good luck making my stanchions out of fine piano wire, and securing thread to these for the rails. The thread is tied to the stanchion with an overhand knot, and a drop of "Hot Stuff" glue. Excess glue is immediately removed with a piece of paper towel, used as a sponge. After final arrangement of the rails, the tops of any long stanchions are nipped off with a pair of end nippers.

I have found vinyl type window screening to be useful as ladders, end catwalk rails (as called for on the "Preussen") in the course of modeling windjammers.

MUSEUMS AND TRANSIENT DISPLAYS By Don Hubbard

There are many nautical museums which do not have ships-in-bottles on display, but which probably would if someone offered them as a gift or as a loan. Particularly so if the models offered followed the theme of the museum, i.e. Whaling Museum -whaling model; Naval Museum -Naval ships, etc., or if the models had some local significance. I know some members who have volunteered their work in this way, and it has always been gratefully and enthusiastically received. Usually all you have to do is talk to the curator and you will be in business. This is one good way to promote the art at the same time that you gain something of a celebrity status. And if you give a gift and itemize your taxes you can deduct the fair market value (at least in the U.S.) One final item here. If you do give your models as a gift have the recipient sign a receipt which stipulates that the models must remain in the museum, either on display or in storage. The late Vic Crosby gave some models to a museum and found that the curator had taken them home for display in his house.

If you don't want to part with your models for long periods of time, but would still like to show your work, consider small transient displays lasting from two weeks to several months or more. Many places welcome this type of display, and all you have to do is ask. Check with banks and libraries, schools, art museums, galleries, and State and local fairs. Put in your models with a few small identifying cards, add some of your special tools, one or two photos of yourself at work, if you have them, and maybe some plans or photos of the actual ships you are displaying. You'll be surprised at the response you get.

(I am updating the article by adding the following -Also, be sure to indicate that you are a member of The Ship-In-Bottles Association of America and ask interested people to contact you for membership info.)



The Six Masted Schooner, Wyoming, by member Chris Nair, Jabalpur, India

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While our title indicates that we are an American organization, we have members as far afield as New Zealand, Australia, India, Japan, many European countries, as well as throughout the U.S. and Canada.

Our Journal, **THE BOTTLE SHIPWRIGHT**, is published quarterly and introduces ideas of ship-bottling submitted by our diverse and talented membership. The Journal also contains news of our bi-annual conferences in various parts of the country, competitions and exhibits, articles about bottling ships, photos of member's works, modeling plans and other material related to the art. As a result of the Association many members correspond with one another throughout the world and many new and close friendships have been formed.

We would like to invite you to join us. Current dues are \$25.00 in U.S. currency, and checks should be made out to S.I.B.A.A. Please send to:

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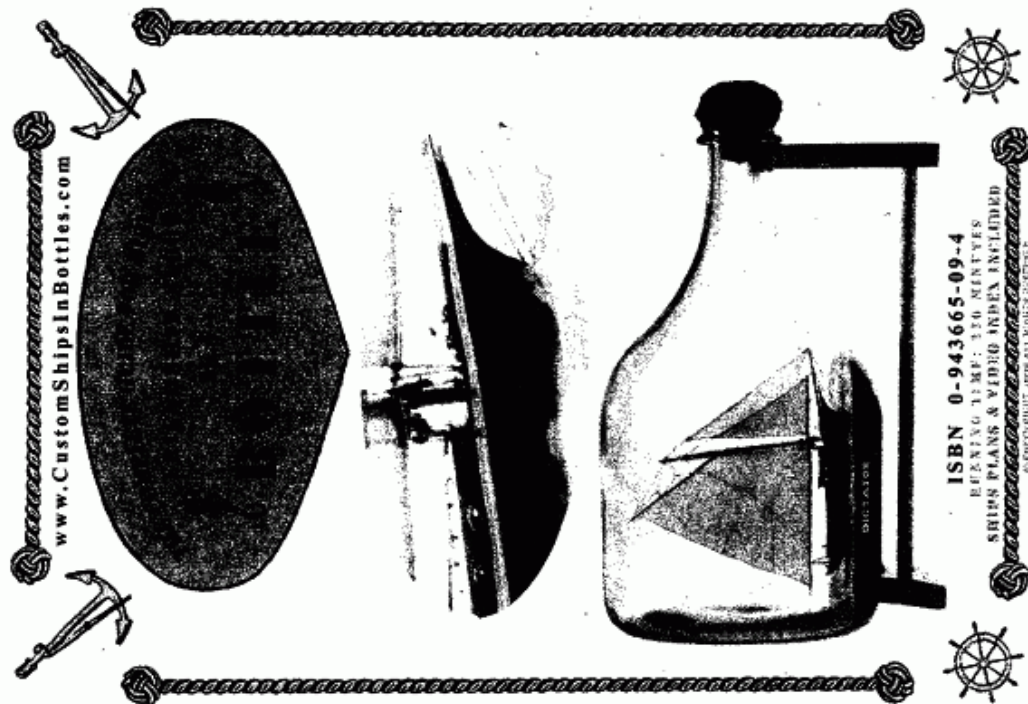
Gil Charbonneau is known by his peers and collectors for the quality of his more
than 80 ships in bottles. *The National Geographic World, Yankee Magazine, Down East, Colonial Homes, Traditional Homes, Seaways' Ships in Scale, Off Shore, Sailing, The Bottle Shipwright, and The New York Times* have all
featured his work. His art has been part of the Discovery Channel's
"Tales of Wood & Water", "The American Trail", The P.B.S. hit "Reading
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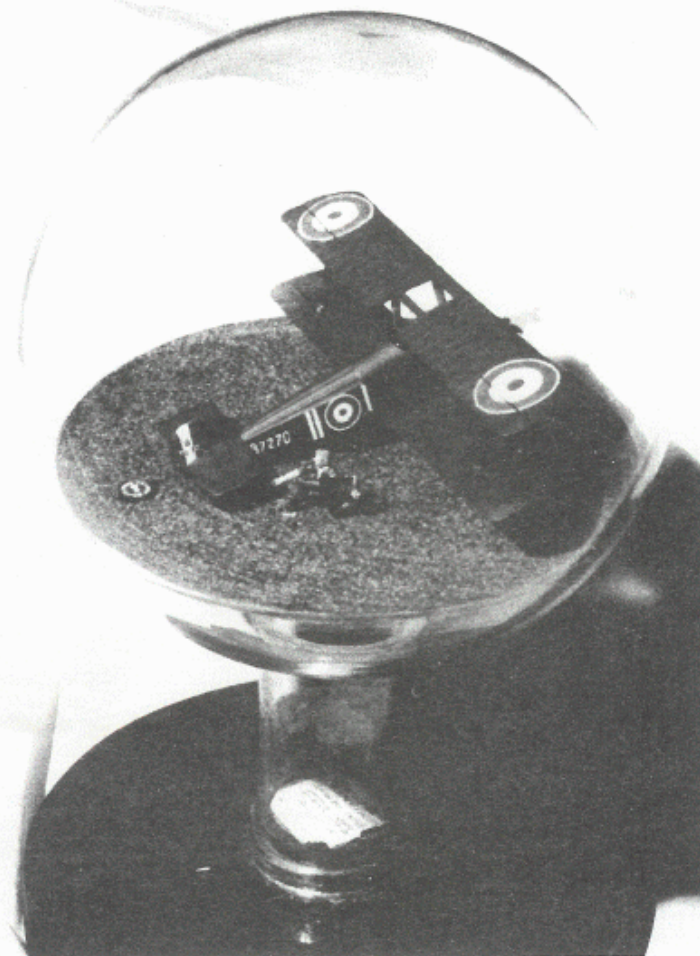


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World Wide Web server (<http://www.shipbottle.ru>)





The (Air) ship in a bottle model in the photo above was sent in by Ralph Preston. It is a model of the "Sopwith Camel "; one of the most numerous allied aircraft of World War I. The model depicts Captain F. Roy Brown's Camel which shot down the Red Baron. The engine was a "rotary" engine which revolved around the crankshaft which was bolted to the frame. Beautiful model Ralph, but there must be some mistake ?? in your letter you claim that the model is around 45 years old !!! That's impossible since everyone knows you are only 29. You weren't born on a leap year , were you????

The Last Word.....

Grant me patience, Lord, but hurry!!!